

Commission on Sustainability Transportation Group Meeting Report

Date: July 1, 2008

Subject: Transportation Workgroup #2

In Attendance:

Discussion: Discussion centered on draft goals for the Transportation section. A preliminary list was based on San Francisco's Sustainability Plan. General ideas for transportation improvements were also discussed which could be incorporated into transportation strategies.

Topics addressed:

Goals developed at the July 1 Transportation Working Group meeting

- To move people and goods with the most efficient use of resources
- To significantly improve the convenience, accessibility, and efficiency of public transit
- To increase the reality and perception of safety, security, and civility of all transportation modes
- To promote and facilitate walking and bicycling as modes of transportation
- To reduce dependence on automobiles
- To integrate transportation, land use, and economic development policies to promote mixed-use, dense, and pedestrian-friendly communities
- To reduce the negative environmental impacts of transportation
 - (energy consumption, generation of greenhouse gases and other pollutants impervious surface/runoff, land consumption, obesity)
- To be a regional, statewide, and national leader on issues of sustainable transportation
- Provide a fair distribution of transportation resources to all users

Other goals and strategies discussed at the July 1 TWG meeting

1. Goal
 - a. Objective/Strategy
 - i. Measure/Indicator
2. Reduce the share of single occupant vehicles / Increase the share of non-auto modes
 - a. Eliminate parking minimums, mandate parking maximums
 - b. De-incentivize commuter parking
 - c. Increase visibility and effectiveness of carpooling efforts
 - d. Encourage more transit use
 - i. X% of commuters using Commuter Choice for transit
 - e. Improve on-time performance through Transit Signal Priority
 - i. Increase on-time performance to X%

- f. Integrate transit modes and other modes
 - g. Service-oriented transit
- 3. Reduce time spent traveling
- 4. Improve reality and perception of safety and security
 - a. Increase civility by bus drivers towards patrons and other road users, esp. cyclists
- 5. Encourage fuel-efficient & alternative fuel vehicles
 - a. Require gas stations to have working air pumps
- 6. Reduce the cost of transportation for households by encouraging transit, bicycling, walking, car-sharing and other alternatives
 - a. Make car-sharing affordable and readily available in low-income neighborhoods
- 7. Promote the use of locally-produced goods (with lower transportation costs)
- 8. Redefine efficiency of transportation as the movement of people and goods rather than vehicles
 - a. Restrict and enforce deliveries and double-parking during peak hours
- 9. Support the movement of goods through the most efficient modes (rail & water)
- 10. Ensure that land use policies are supportive of sustainable modes of transport
 - a. Actively promote transit-oriented development, with affordable housing, around rail stations & bus transfer points
 - b. Change regulations to have parking maximums (instead of minimums) in areas well served by transit
 - c. Construct no new garages downtown and shift downtown parking from a commuter-oriented to serve short-term, commercial parking needs
- 11. Encourage bicycling through engineering, education, encouragement, and enforcement
 - a. Educate drivers & cyclists about new bike facilities and how to use them
 - b. Develop Bike Boulevards (in Bike Master Plan) to create routes attractive to less experienced cyclists
 - c. Work to shift the cultural perception of bicycling
- 12. Develop an integrated and efficient transit system
 - a. Provide real-time information for customers to minimize wait-times and frustration
 - b. Redesign routes & increase monitoring to reduce bus bunching
 - c. Develop a network of streetcars and buses linking neighborhoods w/in 3-4 miles of downtown
 - d. Implement enhanced bus routes in major radial corridors leading downtown and connecting suburban centers
 - e. Put into service citywide transit signal priority to minimize transit travel time and improve on-time performance
 - f. Better coordination between City & State Transit agency
- 13. Make the City an advocate for sustainable regional and statewide transportation planning
 - a. Lead efforts to develop regional transportation planning involving coordinated planning of land use goals

- b. Support advocacy against highway capacity expansion through state legislators and local officials

To Do:

- Refine goals list for next community conversation

Upcoming Events: